

was read in the Legislature. He is likely to do so still further.

"How do most of the members feel about the proposal?" Mr. Koenig was asked.

"They are really not in a position where they can consider the question of its merits," was the reply. "I don't know what position they are going to take, except I know they are Republicans. I believe we all feel we need further information. We must wait until the bill is drawn. There may be a change of sentiment on the part of certain persons who took snap judgment."

Mr. Koenig in reply to questions said he did not hear any express direct opposition to the Governor's program. The Senators present were Schuyler M. Meyer, Seventeenth district; William Duggan, Nineteenth, and Ward V. Tolbert, Twentieth. The Assembly members present were: Sol Elnan, Sixteenth district; Noel B. Fox, Seventh; Morris D. Reiss, Eighth; Edward R. Rayner, Ninth; Bernard Aronson, Tenth; Robert B. Wallace, Thirteenth; Joseph Steinhilber, Fifteenth; Nathan Lieberman, Sixteenth; Marguerite L. Smith, Nineteenth; Mario G. DiPiero, Twentieth; John C. Hawkins, Twenty-first; and George N. Jesse, Twenty-third.

Kings Leader Is Not Disturbed.

Jacob A. Livingston, the Brooklyn leader, was not at all disturbed by the declarations of three of his Senators, which indicated a possible withdrawal of the Governor's ideas along the lines of a State commission.

"Personally I am convinced that an increased fare is not necessary," said the Brooklyn leader. "I feel the program which seeks to confer on a commission the power to revise the contracts and alter the basic rate of fare is a program for the increased fare. At the present time all I am interested in is service," said Senator A. L. Katlin. "I won't support anything just because the Governor asks for it. I am going to study this proposition before I take a stand."

"So far as giving a commission power to fix a flexible fare," said Senator William T. Simpson. "I certainly would not want assurance that it would not be fixed on the figures which the railroads themselves would present."

The declarations of Mr. Harkness, the expert on transit law and conditions, the Miller program were in the highest praise.

"What is needed," said Mr. Harkness, "is a complete reform of New York city's transit system. In order that the public may be assured it is not being exploited through stock jobbing and similar practices. The public is thoroughly imbued with the idea that it is being exploited, and for that reason is resentful and antagonistic to anything the companies ask."

"It is this feeling that has presented the present opportunity to make the transit situation a political football. As far as the legal side of 'home rule' is concerned the Legislature never has given the city jurisdiction over the subways."

"The construction and operation of subways since 1894 has been in the hands of State boards," he continued. "Furthermore, the principle of home rule should not be made a fetish to cover incapacity. The city has had three years of unoccupied opportunity to right a deplorable situation, and it now seems to be a case of either letting bad go to worse or having a comprehensive handling of the situation by a State agency."

Because of the bad financial conditions, Mr. Harkness said, the companies would have been glad to submit to almost any conditions the city might have imposed. Perpetual franchises could have been eliminated, leases revised and ground regained that had been lost in dealing with the companies during half a century.

Governor's Plan Praised.

An editorial in the current issue of the *Electric Railway Journal*, referring to Gov. Miller's message, says in part: "The situation is well stated, and we are glad to see that the Governor sees the necessity of a coordinated system in the proposed revised plan for New York. In this way only can the maximum service be given for the minimum cost to the users."

"But the companies also make concessions," the editorial continues. "The Governor says, need revision in the public interest, as experience has shown that the provisions for preferential payments are unfair to the city. The far-reaching concessions requested will extend it is impossible to say, but the tone of the message throughout indicates a strong desire to administer justice, and the companies have the assurance that in the Governor's opinion the market value of the outstanding securities is well below the intrinsic value of the properties represented."

"It will certainly mean a great deal to the companies, just as it will to the city, to rewrite their contracts in the light of the experience of the last ten years."

The City Parliament of the Community Council of the City of New York will hold what it calls a home rule meeting in the Aldermanic chamber at the City Hall on Tuesday night. The announced speakers will be Messrs. Curran and La Guardia, Board President and President of the Board of Aldermen respectively, and Assemblyman E. J. Neary of Queens. They say they are arguing for a "monster parade" of "protest against the attack on home rule."

THIRD AVENUE LINE REDUCES TRANSFERS

Obeys Injunction Issued by Federal Court.

The Third Avenue Railroad discontinued at midnight the issuance of transfers between its Fifty-ninth street line and the intersecting lines of other companies, thus adding another trouble to the interurban traveler's already large store. The action was taken in obedience to an injunction granted by Judge Charles W. Hough, Learned Hand and Justice M. Mayer in the Federal District Court. The order declares the existing transfer order of the Public Service Commission to be confiscatory.

The lines affected by the order are: First avenue north of Fifty-ninth street; Second avenue, Lexington avenue, Sixth avenue and Seventh avenue. Transfer points at Fifty-ninth street and First avenue, south of Fifty-ninth street; Third avenue, Broadway and Tenth avenue are not affected.

SWANN REORGANIZES AND UNIFIES OFFICE

Various Complaint Bureaus Under One Head.

The District Attorney's office has been reorganized completely. It was made known yesterday. The various complaint bureaus into which it formerly was divided are being eliminated from the new organization. Chief Assistant District Attorney Joab H. Banton made the announcement of the changes at a dinner attended by Mr. Swann's staff. Under the new plan the office contains only one complaint bureau, that of preparation and presentation, which is in charge of Assistant District Attorney Messrs. R. Rittenburg, a new bureau, to be known as the trial bureau, may be organized. The homicide, bail bond, appeal and Special Sessions bureaus will remain as they are.

Mr. Banton complimented the staff on the work done during the last month and made special mention of a record set on Thursday, when thirty-one cases were disposed of and nine placed on trial.

LONG AND STATEN ISLAND FARES RISE

Increase Comes Without Warning as Passengers Buy Tickets.

WORKING FORCES CUT

Statens Island Civic League May Join Fight on Increases.

The cost of railroad travel went up sharply both in Long Island and Staten Island yesterday. The Long Island Railroad hiked single and round trip fares 20 per cent, and over in Staten Island 6 cent fares went to 8 cents, with a charge made for transfers that used to be free.

No announcement had been made of the increase in rates, and when the Long Island's passengers boarded their trains or appeared at ticket windows yesterday morning they got the bad news for the first time. Commuters' tickets did not seem to be included in the rise, however, and it was stated that the Interstate Commerce Commission, which authorized the increase, had not included the commuter tickets. Traffic Manager William McGee, at Jamaica, said that the change in rates was to have taken place on November 29, but that court action necessitated a delay. There was some complaint here and there, but the general feeling seemed to be that the increase was justified and might work for good in the long run.

Coincidentally with the increases schedules for the reduction of the working forces were also put into effect. Men in the maintenance of way and signal departments were put on a five day schedule instead of a six day period. About 200 men are affected by the new arrangement. A month ago the men themselves voted in favor of a reduction in working time rather than a reduction in the working forces.

To-morrow 140 men in the repair shop at Morris Park, Queens, will be laid off, having voted for a lay off themselves.

The increased fares on the lines of the Staten Island Rapid Transit Company were permitted by the decision handed down yesterday in the Appellate Division of the Supreme Court. Passengers simply found when they boarded cars this morning that they had to pay more money to ride. On the North Shore and South Beach divisions, which have had a flat 6 cent rate, with free transfers from one point to another, a rate of 5 cents is now charged, with a 5 cent charge for transfers. Thus it actually costs 15 cents now to ride between certain points where the charge was formerly 6 cents. According to distance travelled a straight increase of 20 per cent was made.

There is little transferring from the North Shore Division to the South Beach Division at this season of the year, but in the summer there is a great deal of it and the crowds are heavy.

There were many protests over the increase, and it was said that the Staten Island Civic League would be asked to fight the new rate.

E. E. Murray, general manager of the Baltimore and Ohio Railroad, of which the Staten Island Rapid Transit Company is a subsidiary, said the increase would add about \$200,000 a year to the revenues of the company. He said that the net loss last year was \$400,000 in passenger operation, but that there had been a profit in freight operation and that the company would about break even.

SEVEN UP-STATE CITIES TIED UP BY STRIKE

Conference Seeks to End Traction Trouble.

ALBANY, Jan. 29.—Efforts to settle the trolley car strike, which has tied up street car service in Albany, Troy, Watervliet, Rensselaer, Cohoes, Green Island and Schenectady, since early in July, centered to-night in a conference of interested parties.

Through the Chamber of Commerce a meeting of representatives of the United Traction Company, its striking employees, Public Service Commission, the State Industrial Commission's Board of Mediation, as well as city officials, was arranged for this afternoon. After three hours of discussion the conference adjourned, to meet again to-night. The conference was secret, and at an early hour to-night there was no indication as to what progress toward the settlement of the strike was being made.

Hundreds of automobiles, taxicabs and motor trucks were used today to carry the persons who have been stranded upon the street cars for transportation. As the day was mild and late, hundreds of people who ordinarily ride walked to their work.

TRANSIT TALK IN TOWN HALL

The Town Hall will be given over on Wednesday evening to a discussion of the New York city transit situation. Job E. Hedges and Oliver C. Semple will defend Gov. Miller's position and two other speakers will argue the "home rule" position. No admission, and no charge and no tickets will be required. The call for the meeting was issued by Henry W. Taft, Alton B. Parker, George W. Wickersham and Robert Brinkine Bay.

ELOPING GIRLS RETURN TO FIND DAD WEDDED

Three Chase Family Marriages in Short Time.

Special Dispatch to The New York Herald.

ATLANTIC CITY, Jan. 29.—A three-cornered wedding scene involving William M. Chase, head of the Keystone Roofing Company of York, Pa., and his two daughters, Edith and Evelyn, was disclosed to-night at a dinner party in the Chelsea cottage colony. The Chases, it became known, were married several days ago.

Edith Chase was married to Robert Crofts, a salesman in her father's employ. They decided to elope, but at the last minute found themselves being watched by Evelyn Chase. The latter was taken into their confidence and readily consented to act as bridesmaid and to summon Donald Riddle, son of a former Mayor of this town, to act as best man. All four hurried to Greenwich, Conn., where Miss Edith and young Crofts were married.

They returned to New York and were welcomed with a party at the Ritz Hotel. Miss Evelyn, according to the story, proposed a return to Greenwich and a second wedding. This proposal was carried out. The two couples remained in New York until yesterday, when they came home.

An hour after their arrival there was a scene in the library of the Chase cottage. The two sons were telling Mr. Chase that they had been married when he interrupted the story of the elopement.

"I've been married myself," he said, and he then introduced his wife, the former Mrs. Elizabeth Oberfell, long a resident of Atlantic City.

HARD FIGHT IS EXPECTED ON MILLER'S TRANSIT BILLS

Continued from First Page.

Two boroughs supporting the Governor it is almost a certainty enough votes could be carried in a pinch to put through the program.

If the Governor were disposed to swing the patronage club he could force upon the city members into line in support of his bills. But that is not the Governor's way of dealing with State problems. He will back his recommendations with all the force of logic and reason at his command—and that is a tremendous force—but will not resort to machine politics to compel any man who differs with him to vote for his policies. Queens has three Republicans and Richmond one. The leaders believe that Erie county's seven Republicans and one Democrat in the Assembly delegation, Albany's two Republicans and one Democrat in the Senate, and two Republicans in the Assembly might be influenced by local transit situations to go with the opposition.

As far as can be seen on the surface, therefore, the outlook at this early stage in the proceeding is that—even making the most liberal allowances for the New York members to vote for political expediency to meet district demands—the opposition to the Governor's plan will barely total twenty votes in the Senate and thirty in the Assembly.

If the vote is not something approaching that, the outlook is not promising.

AUTOMOBILE IN BAY MAY HOLD TRAGEDY

Found Under Surface Near Foot of Sixty-seventh Street, Brooklyn.

An automobile which was found wedged in the rocks under ten feet of water in New York Bay at Sixty-seventh street, Brooklyn, yesterday is believed to hold the secret of a tragedy in which at least one life was lost. The police, after a day of fruitless attempts to raise the machine with grappling irons and ropes, abandoned the task at midnight and left it for the crew of the Police Department tug John F. Hyland.

Just before dark the automobile was raised clear of the water, only to slip back again and settle among the rocks. Its license plate was read as M 32 N. Y. In the few minutes it was at the surface a gray overcoat of excellent quality floated up from where a wheel evidently had held it. The coat was brought ashore with a headlock and in one of the pockets was found a letter which may provide a clue to the owner of the car.

The letter was signed "Willie Johnson, 1514 Victoria street, Philadelphia," and from its contents and the closing phrases it is believed that the owner of the garment was Johnson's brother, who lived at 302 Seventy-second street, Bay Ridge, was walking through Sixty-seventh street at Shore road early yesterday morning when he noticed the tracks of an automobile wheel in the sand. The waves breaking against a concrete bulkhead twenty feet away had sent a spray over the roadway and this had frozen. While it was still soft an automobile apparently had been driven through it directly into the water.

Ballard looked around for a policeman, but saw none and began to walk toward the shore. He leaped over the edge of the bulkhead and through the water was able to discern the top and general outline of a big touring automobile. He hurried to a police booth near by and told Policeman Healy of the Fort Hamilton station of his find.

Healy called other policemen and then the marine division of the department was notified and asked to send patrol boats. By 10 A. M. there were a score of policemen assigned to the task of lifting the automobile from its bed, but their tools were of no use. The car was stuck in the rocks. A dozen times ropes were fastened around the machine and led ashore. Each time they either gave way or slipped and the automobile dropped out of sight. It could not be seen at high tide, and it was only when the tide went down that any work could be done.

The letter was found in the pocket of the gray overcoat by Sergeant Timony of the Fort Hamilton station. It was learned that the text of the letter, in so far as it was legible, read as follows: "You are in New York. I guess I will be married in a few days. It nothing happens to me and the madame. When did you hear from her last? Give my love to her and the children and let me know soon how you and the wife and Cole and wife send love to you. Be good."

How the automobile landed at the bottom of the bay could not be determined, but the police believe the driver sprang through Sixty-seventh street and sent the machine over the bulkhead before he realized he had reached the end of the roadway.

JAMAICA BAY OYSTERS ORDERED OFF MARKET

Board of Health Says They Cause Dysentery.

Jamaica Bay oysters, it was made known by the Board of Health yesterday, are a menace to the health of the city, and therefore they will not be permitted on sale after April 1. Dr. Royal S. Copeland, Commissioner of Health, said that the experiments upon which the department's order has been based have shown the presence in the bay water of the bacilli which cause dysentery. The bay's extremely narrow outlet and the fact that 50,000,000 gallons of sewage flow into it daily combine to make it a dangerous shellfish propagation ground.

In addition to ordering Jamaica oysters out of the New York market the department will refuse from now on to renew oyster bed leases. Dr. Copeland said he already has undertaken to replace the local oyster by imported stock.

RECTOR RESCUES SON, BUT DAUGHTER DROWNS

Rev. Mr. Agnew III After Plunge in Icy Bronx River.

Eleanor Agnew, 3, daughter of the Rev. David S. Agnew, rector of St. George's Protestant Episcopal Church, The Bronx broke through the ice on a Bronx River at the foot of 20th street, yesterday, and was drowned. She was with her brother, David, and other children, sliding along on the ice about twenty feet from shore when there was a sudden cracking, and the ice gave way. Both David and Eleanor fell in, but David, who is 6, managed to hang to the ice and keep up.

The Rev. Mr. Agnew heard the cries of the children from his home at 65 East 20th street, and running down plunged into the river. He found Eleanor's body and carried David out. Doctors worked over the girl's body for an hour with no result, but finally gave it up. David and his father were made ill by submersion.

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Payment Should Be Made Only on Conviction of Thief, He Asserts.

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"I strongly urge all who feel that they must offer rewards," Mr. Whitman said last night, "to stipulate that the money is to be paid when the thief is arrested and convicted. There are really only a few automobile thieves. They are highly skilled in their profession and some of them make off with cars in the dozen in one day. When they enjoy immunity from arrest, of course, they are bound to prosper and the community

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Evidence against two, and possibly three, more members of the police automobile squad will be presented to the Grand Jury by Mr. Whitman to-morrow. He thinks they will be indicted. He spent all of yesterday in his home preparing new cases with the assistance of Police Detective Al Thomas and others. Several prospective witnesses who did not wish to be seen in the Criminal Courts Building are supposed to have visited him. His four lawyer assistants, Assistant District Attorney James E. Smith, William Chivers, Frederick J. Groh and Arthur M. King, were at work on other angles of the investigation. Mr. Whitman said the automobile graft inquiry had developed into a big affair, and that checking up all the information he had received was a slow process.

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Ten Commandments. Then will follow a procession with the relic of St. Ann, the reading of favors received through prayer and petition and Father Phelan will give the apostolic blessing.

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The annual novena to St. Ann for the spiritual and temporal welfare of Roman Catholics of New York, and for the relief of Irish sufferers, which began on January 21 at St. Ann's Church, Twelfth street, between Third and Fourth avenues, will be brought to a close this evening by the Rev. Patrick J. Phelan of the Oblate Fathers of Mary Immaculate. Father Phelan has arranged an unusual ceremony for the finish, consisting of a representation of Moses expounding the

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